



NORTH CAROLINA HIGHWAYS & PUBLIC WORKS

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Friday, April 26, 1946

Rogers Seeking Data As Basis To Give Awards

The names of personnel eligible for service pins, with the length of service in each instance, have been requested of department heads and division engineers, according to W. H. (Bill) Rogers, Jr., administrative assistant in charge of personnel.

These records will be assembled and studied in Rogers' department, and they will form the basis for determining the category in which each of the eligible employees belongs.

As announced recently in this paper, service awards are scheduled to be presented this year to all employees who have been employed by the Commission from five to twenty-five years or longer. The five, ten and fifteen-year groups will get sterling silver pins, with gold-filled sterling pins going to the 20 and 25-year groups (the latter includes those employees who have been with the Commission that long or longer.)

Service can be either continuous or broken. An employee with a broken service record (meaning that he was employed, resigned, and later returned) is credited only for the time he was actually employed by the Commission. This does not apply, however, to employees who were in military service. Their records are treated as though they had not left, and they receive credit for the time spent in any of the Armed Forces. However, they must have been discharged honorably, returning to the Commission within six months after release from military duty.

Manufacturers of the service awards have advised Rogers that shipment of them is being planned for the latter part of May. However, pending their arrival and the cataloging of the information to be received from division engineers and department heads, no date for the presentation ceremonies is being set.

Lion Guards Car

Mr. and Mrs. Jack Yeager of Stockton, Cal., don't worry about sneak thieves ransacking their auto. They leave a pet 200-pound African lion in the back seat when they park their car.

Bids Are Taken On 35 Projects

Bids received on the 35 projects included in the April 18th letting totaled 122. There were bidders on every project except No. 3814, a proposal on structures for a construction project on NC 53 between Burgaw and Jacksonville.

Since this paper was printed before a complete analysis of the bids had been made, a more comprehensive report will be carried in the first issue in May.

The following counties were included in the projects covered in this letting:

Bertie, Gates, Hertford, Greene, Pender, Durham, Person, Wake, Rowan, Cabarrus, Stanley, Mecklenburg, Stokes, Burke, Buncombe, Rutherford, Sampson, Nash, Wilson, Vance, Guilford, Alexander, Catawba, Iredell, Lincoln, Polk, Cleveland, Gaston, McDowell, Graham and Swain.

The opening and reading of the bids began at ten o'clock in the morning, several hours being required to complete this part of the work.

TEN MORE NAMES ARE ADDED TO EX-SERVICEMEN'S ROSTER

Ex-servicemen who have returned to work with the Commission approach the 150 mark with the publication of ten more names in today's issue.

The following list carries the names of men who have returned to the first district of Division Four. It was submitted by T. D. Grant-ham, district engineer. They are: S. M. Anderson, Battleboro. Anderson spent four years in the Army, being discharged with the rank of sergeant. He is now located at Gold Rock as a section foreman helper. D. H. Bone, Wilson, is another section foreman helper, with headquarters in Wilson. He was in the Army eleven months, being discharged as a private.

R. W. Dunn, of Nashville, was a sergeant in the Army, where he spent three years. He also is a section foreman helper at Nashville.

W. L. Ellen, shovel operator of Wilson, was a member of Uncle Sam's Navy for thirteen months, receiving his discharge as a motor

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HIGHWAY REPLACING CAMDEN CAUSEWAY OPENED TO TRAFFIC

HIGHWAY ENGINEERS ON SEMINAR PROGRAM

Two representatives of the State Highway and Public Works Commission have appeared on the program of a five-week seminar now in progress in the nation's capital.

W. Vance Baise addressed the seminar on Easter Monday, discussing "Experience of Low Cost Roads in North Carolina," and R. Getty Browning spoke on Tuesday, April 16, on the subject, "Highway Location."

This seminar, which closes on May 19, is sponsored by the American Road Builders' Association. It is designed as an indoctrination course for 22 engineers from 16 Latin American republics who are in the United States for a year's training in our road building methods, equipment and materials.

In 1840, Cincinnati was known as Porkopolis, having gained the name by being the best known pork-packing center in the world.

The state highway and public works commission is ready to write "completed" across the record of Project 1111, for the last chapter has been written in the story of transporting bodily a complete new roadway to fill a gap across a swamp area on U. S. 158 east of Elizabeth City.

The now nationally famous "floating road" floats no more, and highway engineers believe they have solved the problem this 2.38-mile stretch of highway has posed ever since the commission acquired it in 1921. Prior to that time, a toll road designed to handle light traffic had been operated across this area, which is an important connecting link between Elizabeth City on the west and the far eastern counties of the state, including the home of the well-known "Lost Colony" pageant which resumes production this year following a four-year lapse due to war conditions.

Prior to the spring of 1944, when the work of dredging out the muck from the swampy area in preparation for pumping in a complete new hydraulic fill was let to contract, highway engineers had pulled out of the bag just about every trick known to engineering skill in their efforts to put a road across this swamp that would stay "put" and would be adequate to meet increasing traffic needs.

Mainly, these attempts were divided into two parts. Soon after acquiring the toll road in 1921, the engineering department began to study its new possession, and it was decided the following year to construct what frankly was called an "experimental" road. A mat of timber logs cushioned with an earth

(Continued on page four)

BOARD CONVENES IN APRIL SESSION

Members of the State Highway and Public Works Commission convened here on Wednesday, April 24, for their regular monthly session. Since the current issue of our "house organ" went to press prior to the April meeting, more complete details of this session will be given in the next forthcoming issue, which will be published under date of Friday, May 10th.

JOHNSON IS FIRST INSURANCE CLAIMANT

L. E. Johnson, veteran employee at the Raleigh equipment depot, was recipient of the first check in payment of a hospital claim under the new hospitalization insurance program which became effective on April 1st, H. K. Witherspoon, compensation officer, reports.

Johnson was hospitalized four days for a tonsillectomy.

Routine hospital expenses, as well as a substantial part of the operative costs and expenses for specified special services, were covered.

Witherspoon said that approximately 92 percent of the personnel are covered in this hospital insurance program, with about 85 percent having coverage in the new "group life" program which also was effective April 1st.

The largest fisherman among animals is the monstrous Alaskan brown or Kodiak bear. He sometimes reaches a weight of 1,500 pounds.

NORTH CAROLINA HIGHWAYS & PUBLIC WORKS

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F. O. CARVER, JR., *Editor*

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SAFETY, FIRST!

If one can judge by the continual stream of reports on wrecks which occur on the highways, one is almost compelled to reach the conclusion that automotive travel is just about one of the most hazardous undertakings one can attempt.

When J. C. Furnas first published his article, "—And Sudden Death," in The Reader's Digest about ten years ago, he pointed out that disaster rides in every motor vehicle and only awaits the carelessness of the driver or the failure of a mechanical device to strike a lethal blow. What Mr. Furnas said then is just as true today as it was a decade ago.

This is 1946; the war is over, and all restrictions on travel brought about by war-time conditions no longer exist. We all are eternally thankful that the war has ended, and we look forward eagerly to the return of normal living conditions.

There is, however, deep tragedy in the large number of traffic accidents now prevailing. Since, in every respect, an "ounce of prevention is worth a pound of cure," the most effective way to halt the mad rush of destruction appears to lie in a vehicle which is mechanically dependable and in a driver who always carries before him a "safety first" slogan.

Those of us who operate

motor vehicles on the streets and highways in our daily business routine can set a high example by giving diligent attention to the rules of safe driving at all times and under all circumstances. By precept and example we should be able to make a tremendous impact on public opinion.

Perhaps we count ourselves among those who always have driven cars in good mechanical condition and have made it a practice through the years to drive safely and sanely. If so, well and good. The thought now, however, is that by setting an even higher example we may be enabled to do a great deal toward saving many people from death or permanent injury. As the year advances and more people hit the open road and yield to the temptation to "open her up," many of our fellow citizens will become potential accident victims.

We should not forget that the first rule of driving is "safety." By adhering to that principal, we become a force in helping scotch a traffic accident rate that already is high and which some are predicting will go considerably higher during the peak travel months this summer.

HEARTY WELCOME

With the publication, in this issue, of the names of more men who have returned from the Armed Services and have come back to the jobs they formerly held with the Commission, our total nears the one hundred and fifty mark.

To these men (as yet we have not had the pleasure of reporting a returning ex-servicewoman,) we bid a most hearty welcome.

In December of last year, when the publication of this paper was started, one of the first requests made by the editor was that the names and other pertinent information on returning service people be sent in for publication. Virtually every issue has carried

a list, some of them long, others more abbreviated. We wish to express our appreciation for the splendid cooperation you have given us in this respect, as well as in all other ways during the five months this paper has been in publication.

We trust, if there are more returning service people, that their names and the information concerning them will be sent in for publication, for we wish to carry as nearly one hundred percent list as will be possible.

Is it possible that we do not have a single servicewoman returning to a post formerly held with the Commission?

THANKS, FOLKS!

Recently, we have been in receipt of numerous comments favorable to this publication. Although we wish to thank each of you in person for what you have said about it, we hope that you will take this as a measure of our appreciation.

Essentially, this is your publication. Your interest and your cooperation help to make it a "house organ" worthy of the name it bears.

If there is a suggestion the editor could make, it is that correspondents should be appointed in more division offices and that the activities of the divisions be reported to this office with regularity. A correspondent is our principal source of contact with the organization in each division, and it is our chief desire to furnish the news of interest from each section of our group.

Post-Easter thoughts: Bunches of small carrots were worn as corsages by the ladies of the court of Queen Elizabeth. H'mm!

Women of Greece participated in athletics long before the Christian era.

The wholesale business of the United States amounts to \$70,000,000,000 annually.

Phipps Funeral

Funeral rites for Luther Calvin Phipps, father of Mrs. Jane P. Holt of the division of statistics and planning, were conducted in Greensboro on Monday, April 8th, with a committal service on the following day in the Cedar Grove cemetery, New Bern.

"Captain" Phipps, as he was known, died at four o'clock Sunday morning, April 7th, in a Greensboro hospital where he had been a patient for a month. His last illness followed two years of ill health. He was 72 years of age.

For 44 years, he was a conductor for the Southern Railway, having been assigned to the road's Greensboro-Goldsboro run prior to his retirement eight years ago. After he retired, he resided with his sister, Mrs. George H. Lynch, Whitsett, route one.

In addition to his daughter and sister, he is survived by a brother, Sgt. C. P. Phipps, Greensboro, route four, and two grandchildren. His wife, Mrs. Estelle Pigford Phipps, preceded him in death by 33 years.

Rev. J. M. Millard, pastor of Alamance Presbyterian Church, was the minister in charge of the funeral rites, which were held from the Mt. Hope Reformed Church.

The sympathy of our entire organization is extended to Mrs. Holt in her bereavement.

March Traffic Level Is High

Traffic on rural North Carolina highways was the highest in history for the month of March, being 2½% higher than in March of 1941, which was the previous March record.

Receipts from taxed gasoline during March were about 9% above the figure for March-1941. However, the amount of gasoline used per mile in old vehicles at the present time is undoubtedly much greater than was the case in 1941, and accounts in large part for the difference in these percentages.

With an abundance of gasoline, the largest registration of vehicles, the resumption of new car manufacture, and the increased availability of tires, there is every reason to expect all time high traffic volumes on the highways during the summer and fall seasons to come.

The above traffic volume data was based on records of 20 full time automatic electric eye traffic recorders which have been operating continuously in their same locations scattered throughout the State since 1940.

No Conflict Seen In Highway Work And Vet Housing

Highway construction will complement—not interfere—with the National Housing Administration's objective of 2,700,000 homes for veterans by 1947, Charles M. Upham, Engineer-Director of the American Road Builders' Association, said.

"Highways are a vital economic necessity, and failure to provide these new homes and new communities with adequate roads and streets would be a serious mistake," he declared.

"Housing, sorely as it is needed now, is not the only postwar problem, and the sensible attitude taken by government agencies toward road building, reclamation, flood control and such essentials is to be commended. Road building has been sadly neglected for more than four years. It cannot be further postponed. To permit our highways to get any worse would be to disrupt the nation's transportation system. We must have new roads and we must repair the old at once.

"Fortunately, studies of critical building materials show no conflict between highway building and housing. Unglazed brick, structural insulation board, gypsum board, structural clay tile and lumber, exclusive of millwork and flooring, needed by housing in vast quantities are scarcely noted in road building requirements."

Road building is directly beneficial to veterans as a source of employment, the statement continues. It is estimated that a million men are needed for onsite jobs and as many more in the production of road building equipment and materials. Moreover, this construction work is widely distributed throughout the country.

While certain construction must be deferred in favor of the veterans' housing project, Mr. Upham calls attention to the fact that a minimum of 12 per cent of the national income depends on construction. Highway building plus the emergency construction made necessary by the lack of homes will go far toward maintaining this ratio, he concludes.

New Seismograph Set Up.

New Orleans has never worried much about earthquakes, but all the same, it's prepared to record any future earth disturbances. A new seismograph, kept secret by the Navy during the war, has been set up at Loyola University.

Upchurch Returns To Civilian Life

John W. Upchurch, a former member of the personnel of the Commission, has returned to civilian status following several year's service in the Army, where he held the rank of captain.

Although Upchurch did not return to his former position as assistant purchasing agent for the Commission, he has returned to the highway building here in Raleigh.

Earlier this month, he became assistant purchasing agent in the Division of Purchase and Contract, of which W. Z. Betts is director.

In this capacity, he succeeded A. B. Wester, who resigned his post on April 1st.

Upchurch, like all other returning service men and service women, is happy to be back in civilian life. The only difficulty he is having is that of finding some civilian clothes, but what man isn't having trouble finding suitable clothing these days?

OIL WELL TESTS MADE AT BUXTON

Buxton.—Life and well-drilling were back to normal here Monday morning after excitement of Sunday that began with small-sized earthquakes occasioned by the running of key velocity tests in the Standard Oil Company's exploratory oil well and ended up with narrowly averted disaster when the Noble Drilling Company's big Beechcraft struck quicksand in landing on the open beach.

After nearly two hours on the beach, with the heavy airplane almost standing on its nose, the Coast Guard using the Cape Hatteras "duck" as a tractor, hauled the plane around the Cape and headed it up the beach into the wind.

Drilling is progressing steadily this morning at a little below 8,400 feet while geologists and engineers study the results of the velocity tests that were made during the day Sunday. No results were immediately announced, the cryptic recordings on the instruments requiring close study and checking in order to tell how far the "bottom" is from the point of present drilling. A step up of the power plant is necessary because of the depth of the drilling and C. J. McCoy of Tulsa, Oklahoma, was coming here for that purpose when his Beechcraft landed on the beach. McCoy proceeded to Elizabeth City after the plane was air borne once more and came down Monday morning in a lighter plane which can land with no difficulty.

SERVICEMEN'S

(Continued from page one)

machinist, first class. He is located in Wilson.

Another Navy man is E. P. Fenn, of Sims. A truck driver in civilian life, he was in the Navy for thirty-two months, being discharged as a motor machinist, second class. He is stationed in Wilson.

P. A. Anderson also was in the Navy, being a motor machinist, first class. A resident of Saratoga, he is stationed there as a section foreman after spending three years in the Navy.

C. R. Narron, Sims, was in the Army for forty-two months. He held a corporal's rating. In civilian life, he is a truck driver and has his headquarters in Sims.

E. W. Owens, Wilson, was in the Army for six months, being a private first class upon discharge. He is a road machine operator in Wilson.

L. W. Perry, a former Army sergeant, is a truck driver at Sims. He was in the Army thirty-eight months.

H. A. Turner, a section foreman in Nashville, was in the Navy for three years. When he was discharged he held the petty officer rank of carpenter's mate, first class.

The list of returning servicemen stands today at the total of one hundred and forty-seven already reported.

1946 VERSION

A roadway spiraling upward inside an office building strikes a new note in solving downtown traffic congestion. The plan is incorporated in the design of the \$15,000,000 Interstate Commerce Building to be erected in New York. All shipping and receiving will be handled on this road by means of loading areas large enough for 20 commercial motor vehicles on each of the 13 four-acre floors. A garage is also included for service facilities to tenants.

German jet-plant at Kahla had a capacity of 1,100 to 1,200 jet-propelled craft a month when V-E Day came.

NOTICE

There have been many additions to our personnel in recent weeks. Thus, it is entirely likely that there are some who are not getting their paper. If you know of any employees who are not receiving the paper, write his name and address in the space below and send it to this office; or give this coupon to him for him to fill out and mail.

NAME _____

ADDRESS _____

(Please write plainly or type and mail to:

N. C. Highways & Public Works,

% State Highway and Public Works Commission, Raleigh, N. C.

"Lost Colony" Opens In June

Since it is likely that members of our personnel will be planning to attend "The Lost Colony," which resumes production at Manteo this June after a four-year suspension due to wartime restrictions, it is believed that you will be interested in the highways which lead to the site of this famous historic drama.

Probably the most convenient focal point for the principal highways to Roanoke Island is Elizabeth City. A glance at a highway map shows that visitors to the scene of "The Lost Colony" coming from the west will find US 158 the most direct route, while those from the south and southwest would normally seek to contact US 17 to Elizabeth City, following US 158 from that point to Roanoke Island. Southbound traffic from the eastern section of Virginia probably will choose either highway 17 to Elizabeth City or follow highways 170 and 34 to the juncture of the latter with US 158 at Barco east of Elizabeth City.

According to Woodrow Price, public relations director for "The Lost Colony," the 1946 premiere has been set for Sunday night, June 30, with performances following each night of the opening week. After the opening week, performances will be staged five nights weekly, from Wednesday through Sunday, during the months of July and August, with the final performance of the 1946 season being scheduled for the evening of Labor Day, Monday, September 2nd.

RECEIPE FOR SUCESS

"Whenever anybody comes to me when we are starting a new thing, and says: 'Don't you think you are going to have a lot of trouble?' I say, 'Sure, anytime you start to do anything new, we will guarantee the trouble.' Success depends on whether you get through the trouble or not."

—Charles F. Kettering, Vice-President of General Motors.

There are 29 islands in the Bahamas.

NOTICE

Five Camps Get One-Star Rating

A total of 15 escapes was reported to the Prison Department here from April 1 through April 15, according to the daily compilation of escapes that is prepared by prison officials.

Ten of these escapes occurred in five camps, which are given one-star ratings for the period. These camps are: Hertford, Cabarrus, Brunswick, Scotland and Mecklenburg No. 1. Two other camps, reporting one escape each, are rated two-star camps during this period. They are the Rowan and Moore county prison camps.

The remaining three escapes took place at the Sanitorium and Dix Hill, the former having reported two escapes and the latter, one. These two activities are not carried on the roster of prisons, since prisoners are sent there for specific purposes and are under the jurisdiction of the respective establishments rather than the prison department for the duration of their sojourn.

Thus, for the April 1-15 period, there are five camps which are rated with one star and two with two stars, all other camps carrying a three-star rating (indicating a clean record for this period) by their names.

The roster of prison camps, with the star ratings indicated is shown as follows for the first half of April:

Three-Star Rating	
Central Prison	Raleigh
Women's Prison	Raleigh
Caledonia	Halifax
Camp Polk	Cary
Edgecombe	107
Gates	108
Halifax	109
Martin	111
Northampton	112
Perquimans	114
Warren	115
Beaufort	201
Carteret	202
Craven	203
Greene	204
Lenoir	207
Onslow	208
Pitt	210
Washington	212
Bladen	301
Columbus	303
Cumberland	304
Duplin	305
Pender	307
Sampson	308
Franklin	401
Johnston	402
Nash	403
Wayne	405
Wilson	406

Vance	407
Alamance	501
Caswell	502
Durham	503
Granville	504
Guilford	505
Guilford	506
Orange	507
Person	508
Rockingham	509
Chatham	601
Harnett	603
Davidson	602
Randolph	608
Robeson	609
Anson	701
Mecklenburg # 2	704
Montgomery	705
Richmond	706
Union	709
Alleghany	801
Caldwell	803
Davie	804
Forsyth	805
Stokes	806
Surry	807
Watauga	808
Wilkes	809
Yadkin	810
Burke	902
Catawba	903
Cleveland	904
Gaston	905
Iredell	906
McDowell	908
Polk	909
Rutherford	910
Avery	1001
Buncombe	1002
Cherokee	1003
Haywood	1006
Henderson	1007
Jackson	1008
Macon	1009
Yancey	1014

Two-Star Rating

Moore	606
Rowan	707

One-Star Rating

Hertford	110
Brunswick	302
Scotland	610
Cabarrus	702
Mecklenburg # 1	703

MORE EMPLOYEES ADDED TO ROSTER

Within recent weeks, a large number of new employees has been added to the roster of the Commission. Although the personnel office has given splendid cooperation in our effort to keep the mailing list of this paper current, it is entirely likely that some employees, particularly the new ones, are not getting their copies of this paper. On page three will be found a "box" or coupon which is designed for the convenience of any employee desiring to send his name and address to this office. With this issue, the mailing list stands at 5,555 copies which are being mailed individually to employees all over the state.

HIGHWAY REPLACING

(Continued from page one)

base was laid down, and this supported a reinforced concrete pavement. When weighed in the balance, however, this experimental road was found wanting. In a matter of a very few years, the concrete pavement had settled in the muck to such an extent that steps to raise it became necessary.

This time, and by now it was 19-26, a creosoted timber causeway was constructed. This involved piles driven down on each side of the 17-foot pavement. With these as a foundation support, the causeway was laid across the area.

The second step in the "trial and error" process was proved to be more enduring than its predecessor. For several years after the timber causeway was completed, it served usefully and well. However, the roadway was continually being subjected to an increasing amount of heavy, high-speed traffic. This situation, together with an unsatisfactory alignment and the restricted, 17-foot roadway, created such a hazard that it was decided to replace the causeway.

Again, highway officials and engineers went into a huddle and came up with what they consider a permanent solution. Although consideration was given to relocating the road entirely to avoid the deep muck crossing, a more complete investigation disclosed the most practical, economical solution to be in excavating the muck and replacing it with hydraulic fill. A very extensive survey of the area was made, and a new location, eliminating the sharp curves of the old causeway and taking advantage of the shallowest sections of the swamp, was selected.

Plans for the new road were prepared, being completed in 1942. In the meantime, however, the country was at war, and construction had to be delayed. It was not until May, 1944 that the contract was finally awarded.

A firm sand stratum undergirded the muck and other soft material in the swamp. Plans called, first for the removal of the mucky substance in an area forty feet wide and for the length of the project, 2.38 miles. When this had been completed, some 650,000 cubic yards had been removed, the muck ranging from 10 feet to 45 feet deep across the swamp.

The next step was to pump in hydraulic fill obtained by dredging from the bottom of the Pasquotank River and from pecan orchard land and a woodland adjoining the swamp on the east. About 950,000 cubic yards of sand were required

to build up the roadway fill.

After a private contractor had completed this part of the job, highway forces moved in to lay a 6-inch sand clay layer over it as the base course for a 22-foot sand asphalt pavement. The paving job was completed last month, and the new road was opened to traffic on Saturday, March 30th.

During construction of the new fill, traffic was maintained on the old causeway. This required the erection of three temporary bridges, one at the Pasquotank River end where the new construction connects with the bridge spanning the river, one where the new location crosses the old road, and the third at the east end where dredging operations made it necessary to cut through the road. During the entire construction, traffic on the road was interrupted only a few days. Construction of the temporary bridges and maintenance of the old causeway were handled by the commission's bridge maintenance department. However, construction of a 210-foot section of concrete causeway to connect the Pasquotank River draw-bridge with the new roadway was done by a private contractor.

Travelers to the northeastern section of the state, including historic Roanoke Island, the picturesque "Outer Banks" and the other counties in that section of North Carolina, as well as travelers from Elizabeth City to the eastern section of Virginia can now travel over a renovated "floating road" in comfort, ease and security, for the "floating road" is no more, except as a colorful chapter in the annals of the state highway and public works commission. An idea of the importance of this road is obtained from "traffic count" records kept by the commission. In the summer of 1941, the last prewar or "normal" traffic year, an average of 3300 vehicles passed over it on Sundays and more than 2,000 on an average weekday, which totals more than 15,000 vehicles in an average week during the summer months, when traffic at this point would normally be at its peak.

(Editor's Note: This story was written in the office of public relations and was prepared for publication in the April 12th issue of this paper. However, after the story had been set up in type, limitations of space have caused a delay in its publication until this issue. Copies of this story were also distributed by the office of public relations to the newspapers of the state for their use.)

Fort Francis E. Warren, Wyoming, has an area of 7,520 acres.